SPAIN'S VIGOROUS NOTE.

SHE REPELS THE PROPOSITIONS OF OUR GOVERNMENT. Also Takes Issue with President McMinley in Mis Message to Congress-A Madrid Paper

Says Naval Armaments Are Being Pushedspain Will Not Fix a Date for the Pacificaties of Cube, and She Ales Complains Ovce More of the Filibustoring Expeditions. Special Cable Despatch to THE BUR.

Madein, Feb. 6.—The Cabinet has drafted diplomatic note to the United States.

The Ministers refuse to divulge its contents. but it is known that in it the Government repels vigorously the propositions made by the United States in its note of December, and combats the statements made by President McKinley in his message to Congress at the opening of the secsion of that body.

It also refers to the recent movements of American warships.

The Heraldo affirms that Spain has made a vigorous reply to the last note presented by Gen. Woodford, the American Minister.

The paper adds that the naval armaments are being actively pushed, and that a squadron will shortly sail for the Canary Islands.

The Madrid and Barcelona exchanges have been depressed by the pessimist impressions prevailing in political and financial circles regarding the relations between Spain and the United States.

Public hostility to America is so intense that the newspapers easily keep up the idea that every act of the American Government should be received with distrust.

Thus, since American war vessels have visited Cuba, naval preparations and demonstrations are eagerly advocated, with a view to resist American interference if autonomy, the millitary operations and the negotiations to obtain the submission of the insurgents do not make beadway before summer.

It is understood that Spain's latest note again complains of the departure of fillbustering expeditions from the United States. It declares that Spain will not entertain the suggestion that she fix a date for the pacification of Cuba.

Prime Minister Sagasta says that the present pessimist rumors are as unfounded as were the eptimist reports of a week ago, when the neople supposed that the pacification of Cuba was imminent.

WASHINGTON, Feb. 6.-Positive information as to the character of the communication which is reported to have passed vesterday between Premier Segasta and Minister Woodford at Madrid could not be obtained to-day. Judge Day, the Assistant Secretary of State, while declining to discuss the matter in any way, said that news of importance was always sent by cable to this Government by Gen. Woodford, and nothing had been received from him regarding his conference with Sagasta. This atsence of information from the Minister shows that the so-called vigorous response of Sagasta to Gen. Woodford's representations was not sensational or important If it had been, the Minister would have promptly informed the State Department by telegraph.

Judge Day did not indicate that additional instructions had been given Gen. Woodford which might have been embodied in the alleged communications. He said he preferred to wait until he heard from Gen. Woodford before making any comments on the subject, and it would be at least ten days before a mailed report would

reach Washington. From other sources it was ascertained that the communication was in all probability Spain's answer to a note written by Gen. Wood-Gage's statement as to the efforts of the United States to suppress fillbustering. In this statement Mr. Gage showed that this country had spent an enormous amount of money and had been exceedingly vigilant in preventing violations of the neutrality and navigation laws, and that the accusations of Spain as to the lack of effort on the part of the United States Government were not true. A copy of Mr. Gage's document was sent to Minister Woodford, with direction furnish it to the Spanish Government, and the Minister informed the department that an newer had been promised in about a month. There was nothing in the statement prepared by Secretary Gage to call forth a "vigorous response" or to have any material effect on the relations between the United States and Spain.

CUBA'S CHANCES ARE BRIGHT. Br. Hernandez Says the Patriot Cause Was

Never in a Better Way. Dr. Eusebio Hernandes, former Minister of Foreign Affairs and one of the candidates for dent of the Cuban Government in the recent election, arrived in this city yesterday. Dr. Hernandez spoke in confident terms of the pres ent situation in Cuba. He said:

Never, since the beginning of the war, have the Cubans been in a better condition. Two years ago there was a lack of vegetables and meat in the islands, but now all that changed. The Oriental district, as well as Camaguey is crowded with farms. Veretables of all kinds have been planted, and there is not that uscless slaughter of cattle which formerly existed. This is due in a great measure to Gen. Calixto Garcia's discipline. He has completely reorganized the province, and has control of it. His officers report to him daily. With only 10,000 armed men he has baffled more than three times that number under Gen.

"The river Cauto, which is of vast importan to the Spaniards, is held by the Cubans. It is full of torpedoes and unnavigable. Blanco has had 15,000 men stationed along its banks for the last two months and a half vainly trying to drive away the Cubans. Only a few weeks ago two guaboats, which succeeded in evaluating the guards stationed at the mouth of the river, came in contact with torpedoes and were destroyed. Every man on board perished. The Spaniards have a mortal fear of dynamite. Gen. Garcia's artillery division, which includes two dynamite guns, is commanded by Major J. M. Portuondo, Capt. Marti, José Marti's son, is

bis aide.

"You can say, and I speak not only for the Government but for the entire Cuban Army, that autonomy is a failure; a complete and a laughable failure. It will never put an end to time. The Cuban insurgent has no notion of time. His object is liberty, and achieve it he will, cost what it may. 'Liberty or Death' is the motto engraved on every rifle, and it is the universal cry.

"Gen. Blanco's statement that Brig. Gen. Jesus Rabi would have surrendered had his plan not been discovered is a falsehood. Rabi is Gen. Garcia's right hand man, and ranks among the first of Cuba's soldiers. The report the Herald published in rogard to this matter is entirely untrue. Both Rabi and his brother are alive. The general behavior of the Spanish Army since Gen. Blanco took charge has greatly chanced. Women and children are no longer butchered and prisoners are treated in a much better manner.

"Gen. Maximo Gomez is in Las Villas. Lieft.

Spain's Sahuman Warfare and "the Supine

Policy of His Government," He Saye. May Force Him to Besign—A Terrible Picture. WASHINGTON, Feb. 6.-" If you had to undergo all that I am passing through you would feel as I do. I will not longer remain. If I am not very much deceived in myself, I will not be in the official service of the United States after March I pray that God may imbue me with wisdom so as not to do a rash act. Now you have my ultimatum. I cannot longer (as I look upon it) indorse the supine policy of the United States. and thus become particeps criminis to what I regard a crime."

Such are the words of a letter just received from a high official of the United States now resident in Cuba. In the opening paragraphs this letter declares that the recent flurry was directly inspired by the Spanish Intransigeants, because they say openly that as between the two evils of being ruled by the Cubans or the Yankees they prefer the Yankee, and that their policy is to compel the United States to intervene in the struggle. The letter then goes on

"As I have said time and again, autonomy was a failure before it left Madrid. As well try o 'cross and medal' the man in the moon as to bring these Cubans to accept any terms retaining them under Spain's flag. The State Department knows that every claim made by De Lome and Congosto is unsupported by a scintilla of fact. To-day, as under Weyler, the policy of guerrilla warfare is pursued. This being the case, the reconcentrados will not resume work because they know the guerrillas will slay them. The guerrilla chiefs, Carreras, Olavarricita, and Largo are still in the saddle.

"The Cuban relief fund is exhausted and popular subscriptions in the United States have proved a failure. For myself I can say that it would require more than \$15,000 per month to keep alive the destitute in this province alone. "I can state positively and absolutely that the reconcentrades will not return to their work in the country until the last Spanish soldier as well as guerrilla has stacked arms. This is because they hold life dear, and know that it would be ruthlessly taken as soon as they were out of sight of the authorities. Therefore this relief business must be kept up, or

these wretches must be left to starve. "A sad case came to my notice only to-day. A widow-her husband was an American to the manner born-with seven children-four daughters just budding into womanhood—is mourning a husband crushed to death by his misfortunes. He was rich at the inception of the rebellion For seven months his family has been existing upon sporadic relief and subject to the uncer tainties of the relief fund. Now it is gone. She called upon me this morning, and, weeping, reher young daughters delicately, but unmistakably giving me to understand that she was haunted by the harrowing dread that these conditions might drive her daughters to the ad, which she said would carry her to fill a grave beside her dead husband.

"Heavenly Father! You know I have a nature as sympathetic as God ever gave a woman. If you had to undergo all I am now passing through you would feel as I do. I am haunted day and night. I cannot, I will not remain longer. If I am not very much deceived in myself, I will not be in the official service of the United States after March 10."

The letter goes on to say that the Spanish have not lately regarded the sanctity of the mails, and that it is a chance whether it will reach the ands to which it is addressed. It closes with these words:

"I send you some photographs of starving children-reconcentrados. I can prove all this f Señor de Lome denies it, and I can prove further that his Spanish officers are begging from day to day as well as the seldiers. You know Cuba has become barren when a Spanish officer cannot suck blood."

This document is in Washington. The name signed to it is withheld, not on account of any request of the writer, but because his friends here are afraid for his safety if it were made

FOOD FOR HUNGRY CUBANS. The Starving Receive Provisions Sent to Them

HAVANA, Feb. 6.-Eight hundred families of oncentrades in the neighboring town of Marianno received provisions to-day from the Amerian Consulate at Havans. The food was good, but the supply was scanty for the great number of starving persons who gathered around the place. A ticket was given to each concentrado. which admitted him into the building. The tickets had these words stamped on them: Special gift from the United States."

The Spaniards here criticise the whole pro-

The Spaniards here criticise the whole proceeding and say that the United States is working for her own selfsh ends.

The French warship Bourdedieu entered the harbor this morning at 8 b'clock. The usual salutes were fired.

The American officer about whom a story was cabled on Saturday was not Capt. Taim, as published here by the local press, but Emory W. Fenn. He embarked to-day for New York on the steamer Yucatan. He denies that he surrendered to the Spanish and says he was made prisoner by the column of Gen. Linares. He denies also that he has \$5,000 in a belt, as has been published by the Havana newspapers.

DEAD AMONG A.S DOGS.

"Capt." Turner's Body Found in Mis Shauty with His Three Pricads on Guard.

James Turner, 87 years old, was found dead in his shanty home at the foot of Twenty-fifth street, Brooklyn, yesterday morning, and in death he was protected as in life by his three dogs. The shanty contained only two rooms, and had been occupied by "Captain" Turner as he was called, for many years. He had been employed as a watchman on the dock, just be-low where his shanty was located, and his constant companions were his dogs. These were Trixey, a large Newfoundland, and Dick and of other breeds. They were faithful friends, and the Captain often said that with uch true guardians there was no necessity for him to lock the door of his home.

such true guardians there was no necessity for him to lock the door of his home.

The Captain was last seen alive about midnight on Saturday. At that time he and his dogs had just made the rounds of the dock. William Hartley of 173 Twenty-third street went to the dock at 11 o'clock yesterday morning, but did not see the Captain. His attention was attracted to the shanty, by the whines of the dogs. He knocked at the door, but got no response, and then he opened it. There were the three dogs surrounding the Captain, who was lying on the floor. Mr. Hartley called several times, but the Captain made no response, and then he notified Capt. Kenney of the Fourth avenue police station. Precinct detectives were sent to the shanty, and they managed to placate the dogs and get into the place. The Captain was dead. An ambulance surgeon said that death was due to rheumatism of the heart.

Capt. Turner had confided to his friends two months ago that he had fallen heir to \$1,000, which had been left to him by an uncle. He had a brother. William Turner, who lives at Owego. N. Y. The police, in searching the place, found a gold watch and a silver watch, and \$500 in tills. There was nothing to show what had become of the rest of the \$1,000. The property found was taken in charge by the police and will be held until relatives claim it. The body was removed yesterday afternoon to an undertaker's shop at 693 Third avenue and word was sent to his brother in Oswego. The three dogs remained in the house and were fed by strangers yesterday.

SET THE MEN TO WORK.

Grand Rapids Newspoper Makes Good Its itchered and prisoners are treated in a muon ster manner.

Gen. Maximo Gomez is in Las Villas. I left im near Santa Clara. Weyler after attempting ith 20,000 men to drive him out was forced to bandon the effort. The old General is well, also housh the death of his son greatly affected kim. I have the death of his son greatly affected kim. I house the death of his son greatly affected kim. I house the death of his son greatly affected kim. I house in the death of his son greatly affected kim. I house ighty men marched to the office yesterday moraling and represented themselves out of employment. The paper immediately out of employment. The paper immediately called up the City Marchal and sent for wagons and shovels and invited all who wanted yobs at \$11.25 a day shoveling snow to fall in. About lairty responded and the others disappeared before operations were based. Amertion That There is Work for All.

ONE OF OUR OFFICIALS TO QUIT CUBA DR. HALL'S TRUSTEES QUIT.

ALL BUT TWO OF THEM SEND IN THEIR RESIGNATIONS.

Renson Sald to Be That They Cannot Keep the Church Finances Up to the Mark, and Profer to Have Semebody Else Try It-Dr. Mall Seads the Notice to the Church.

All but two of the trustees of the Fifth Ave nue Presbyterian Church have resigned. The announcement of the resignations was made from the putpit yesterday morning by the Rev Dr. John Hall just before he gave out his text. When the announcement was made the congregation exchanged nods and significant glances. Dr. Hall said in a voice much lower than he is accustomed to use in the pulpit:

"According to Presbyterian law I must read gation has been called for Monday, Feb. 14, 1898. at 4 o'clock P. M., for the purpose of electing two trustees, whose terms will expire on Dec. 15. 1898, in the places of E. Francis Hyde and Rob ert H. Robertson, resigned; for the purpose of electing three trustees, whose terms will expire on Dec. 15, 1899, in the places of John P. Dun can, Horace E. Garth, and George G. Wheelock, resigned, and for the purpose of electing two trustees, whose terms of office will expire on Dec. 15, 1900, in the places of John S. Kennedy, resigned, and James Fraser, deceased."

The men who have resigned have been cor nected with the church either as officers or members, for years, and the congregation seemed to appreciate that only the stronges reasons could have induced them to take the step they have taken.

After the service no officer of the church who remained, from the pastor down, could be in-duced to discuss the resignations. It was stated that none of the trustees had seen fit to couple with his resignation any reason therefor. It was said that the only thing that accompanied the resignations was the request that they should take effect immediately. The Board of Trustees of the Fifth Avenue

Church was made up as follows: E. Francis Hyde, Francis Forbes, and Robert H. Robertson who were elected to serve until Dec. 15, 1898; John P. Duncan, Horace E. Garth, and Dr. George G. Wheelock, who were elected to serve until Dec. 15, 1899, and John S. Kennedy, James O. Sheldon, and James Fraser, who were elected to serve until Dec. 15, 1900. The only trustees who did not resign are Mr. Sheldon and Mr. Forbes. Mr. Fraser died a few months ago. Mr. Hyde was also an elder of the church, and, by virtue of that fact, a member of the session. The latter office he resigned several days ago.

None of the deacons has resigned. There are four of them, James A. Frame, William Irwin, William Sloane, and Samuel S. Auchincios. It was said yesterday that the resignations of two of the deacons are expected this week. Of the session there were eighteen members. Of these, James Froser is dead and Malcolm Graham, John Sloane, Henry L. Smith, Alexander Maitland, and E. Francis Hyde resigned several days ago. It was said yesterday by an officer of the church that other members of the seasion have sent their resignations to Dr. Hall, as moderator of the seasion. Of the seventeen living members, it was stated that more than a majority have resigned and that, before the trouble in the church is over, all but three will resign.

If Dr. Hall holds resignations from his seasion that have not already been announced, he will not admit it. The stated clerk of the session. Slias B. Brownell, when asked if additional resignations have been handed to him, simply replied:

"I am not prepared to state." who did not resign are Mr. Sheldon and Mr.

replied:

"I am not prepared to state."

The fact that Dr. Hall will not discuss the matter was explained yesterday by one of the members of the session, as follows:

"Dr. Hall is a man of peace. He thinks the least said the sconest mended. Before the next meeting of the session, be hopes. I have reason to believe, to prevail upon those members who have resigned to withdraw their resignations. In this, I am quite certain, he will not succeed. There is every reason why he should not. Let me call your attention to a passage from the pastor's prefatory note to the church Year Book for 1897. Here is the way he there speaks of the session:

"The ruling elders of the congregation oc-

for 1897. Here is the way he there speaks of the session:

"The ruling elders of the congregation occupy a scriptural position. To them is committed the "oversight" of the congregation. It is for the people to give them their confidence and invite their visits, as, for instance, "if any is sick," thus showing appreciation of their counsel, sympathy, and prayers. When the session, after prayerful deliberation, commends a course to the people, it is for them to respond heartily, so not only encouraging the elders, but honoring the Chief Shepherd and Bishop of Souls. It is to be remembered that, chosen by Souls. It is to be remembered that, chosen b

heartily, so not only encouraging the citers, out honoring the Chief Shepherd and Bishop of Souls. It is to be remembered that, chosen by the members, the elders are the representatives of the congregation, and as such, are to be sustained by those whom they represent.

"That is Dr. Hall's advice to the members of his congregation. The language is stronger than advice; it is almost the language of command. The session, with the concurrence of the pastor, and even at his first suggestion, recommended a certain course to the consregation. The congregation disapproved of that course and took what was practically an appeal to the pastor. He decided with the congregation and against their elders. Under those circumstances the only thing for the session to do is to get out and leave Dr. Hall and the congregation free to choose wiser men. And this is just what a majority of the session will do."

When this elder was asked why so many of the trustees had resigned, he said:

"You'd better ask some of them, In these times it's as much as I can do to make intelligent statements about the session."

Acting on that suggestion, a reporter for THE SUN called upon one of the trustees, who said:

"The trustees of a Presbyterian church have charge of the church's temporal affairs. These include the finances. The majority of the board are men of some experience in the business world, and may be considered, I think, to have been fairly successful. If they have ability as financiers, they had not ability enough to manage the affairs of the Fifth Avenue Church successfully. That being the case, they concluded that the only thing for them te do was to resign, and let other and wiser men take hold of the financial helm. Now you know all there is to know."

"When did the trustees become convinced that the finances of the church was and the continued that the finances of the church was a financial helm.

and let other and wiser men take hold of the financial helm. Now you know all there is to know."

"When did the trustees become convinced that the finances of the church were in a bad way f' asked the reporter.

"Categorically speaking, they did not find that the finances were in a bad way. What they did find was that, while the income of the church was not less than the expenses, the revenues were not what they should be, when the character of the church is considered. In any other but the Fifth Avenue Church it might be considered in any other but the Fifth Avenue Church it might be considered that the financial condition was quite what it ought to be. More is required of our church than, probably, of any Presbyterian church in the country. The trustees wanted to continue to meet those requirements. They couldn't do it with the money at their disposal. They saw no way of increasing the revenue, and so they made up their minds to let somebody else take a turn at it."

A significant thing was noticed at the close of the service yesterday morning. It is the custom after each Sunday morning service for the session to meet the pastor in the space in front of the pulpit. Of the eighteen members of the session only five—Messers Barnes, Heggs, Brownell, Campbell, and Howland—remained to greet the pastor. With them stood Deacons Frame and Irwin. Three other members of the session—Messrs. Hyde, McCook, and Smith—were in church, but departed as soon as the service was over. To be sure, Messrs, Hyde and Smith avere in church, but departed as soon as the service was over. To be sure, Messrs, Hyde and Smith avere in church, but departed as soon as the service was over. To be sure, Messrs, Hyde and Smith avere in church with the service was over. To be sure, Messrs, Hyde and Smith avere in church of the church calendar for yesterday the announcement was made that a meeting of the session will be held in the minister's room in the church next Thursday evening at 8 o'clock.

Dontist Condict's Singular Disappearance Re-

ported to the Police. NEW BRUNSWICK, N. J., Feb. 6.-Dr. J. C. Condict, 30 years old, a successful dentist of this city, has been missing since yesterday afternoon, and his wife has asked the police to search for him. Dr. Condict had been busy all day with him. Dr. Condict had been busy all day with patients at his office. 361 George street. He took funcheon with his wife in the same building at noon and appeared to be in his usual good apirits. When his wife went into his office at 5 o clock she found the place full of patients. One man said he saw Dr. Condict so out at 2 o'clock. He believed he was going to the Post Office and had walted for him to return.

Dr. E. C. Condict of Trenton, a brother of the dentist, said to night: "I can imagine no reason for my brother's disappearance. His business affairs are in fine shape. He left a good balance in the bank and \$100 with his wife. He had been weil and happy, and since he came to New Brunswick four years ago had been very successful."

Br. J. C. Condict is of medium stature, with fair complexion and short, light sidewhiskers. He weighs about 130 pounds. When he went away he wore trousers of steel color, a black waistoost, brown check sack cost, and black overcost. He had been working very hard letely.

HER EIGHT CHILDREN FREED HER. MISHAPS UPON THE ROMER. Their Tearful Appeal in Court Moves Magietrate Plummer to Lenity.

John Moran, truckman, went to Jefferson Market Court yesterday with his eight children, the oldest of whom is 12 years old. The young-est was a babe in the arms of the oldest girl, the was only 11. Moran asked Magistrate Flammer to discharge from custody his wife, Margeret, who had been committed for intoxication on Friday on his complaint.

"It's no use, your Honor," he said; "I cannot earn a living for the eight of them and be a mother to them, too."

He stood one side so that the magistrate could see them as they were ranged on the witness bench. The magistrate counted up to seven.
"Where is the eighth, Moran?" be asked. The truckman went down and consulted with the children before he answered. "The oldest one has gone home, your Honor," he said. "He was ashamed." The seven began

to whimper quietly. The 11-year-old girl transferred the baby to one of her brothers, and went along the line dabbing at the wet eyes with her handkerchief. Between times she furtively

"Nothing sorrier than this ever comes into a police court," said Magistrate Flammer, after the room had been silent a moment. "Bring the woman down," When she appeared she looked at the pitiful

array of children and at her husband towering above them. She dropped her head on the rail and began to cry. "Margaret," said the Magistrate, "they have ome for you. They need you. A man whose wife bears him eight children as closely to-

gether as these must have great provocation to

be justified in complaining of her conduct. But you have been a disgrace to them and him." "God knows I have, your Honor." "Go back to them and be a good woman. Stop drinking. And you, Moran, remember that you are responsible for these children as well as the voman who has given way under the strain of

bearing and caring for them." ACCIDENTS TO THE FLEET.

Letter Received in Boston Telling of Allored Blichans at Moy West.

Boston, Feb. 6.-A well-known Boston man received a letter here yesterday from an officer on board the flagship New York of the North Atlantic Squadron, now at Dry Tortugas. The etter describes a series of small accidents at Key West, which, it is alleged, have been sup-

pressed by the Navy Department. "Yesterday (Thursday, Jan. 27)," the writer says, "the Admiral took the fleet out for drill. In going out the Texas struck a rock and sustained some damage, just what we have not yet learned. Capt. Philip, her commander, and the navigation officer, were 'called over,' and there may be a court of inquiry. Capt. Philip says the damage to the Texas won't amount to much. On coming back from the drill in the afternoon about 4:30 the lows went on a big rock in the centre of the channel. We (the New York) went back and got five wire hawsers attached to her. We then lit the fire under six boilers and attached the four engines. We got the Montgomery on ahead of us, and at midnight, or about 1 o'clock, they started ahead at full speed. The Montgomery snapped our winch short off and broke down our sounding bridge."

The writer calls attention to the Indiana, and says: "The Indiana is broken down. They had a tour of one day coming down here, and now the boilermakers from all the ships are on board of her retubing her boilers."

Capt. Philip, who is spoken of as being "called over" for the accident to the Texas, was formerly connected with the Charlestown Navy Yard and was ordered to the command of the Texas in last September. He was the New York's first commander. the damage to the Texas won't amount to much.

WASHINGTON SAYS THERE WAS NO DAMAGE. WASHINGTON SAYS THERE WAS NO DAMAGE.
WASHINGTON, Feb. 6.—The Navy Department has no information about any accidents to the lowa, Toxas, and Montgomery during the exercises of the North Atlantic squadron on Jan. 27.
The Montgomery was not with the squadron at that time. Au official report was received at that time. Au official report was received at the department by telegraph from Admiral Sicard last week saying that the Iowa had gone aground in Florida Bay, but had not been damaged. The bar which she had touched was located by the Admiral, and at his request the Treasury Department will mark it with a buoy.

PARIS AT HER PIER FIRST. The Lucanta Comes Over Steaded by New

The Paris and Lucania came to their piers yesterday morning, and the Paris landed her passengers and the mails over an hour shead of the Lucania, despite the fact that the Cunarder, after a five hours' chase, had passed her at sea on Saturday afternoon. Of course the liners didn't race; they never do. The Lucania people sighted the Paris ahead at noon on Saturday and the smoke of the Lucania became visible to the passengers on the Paris about the same time. Both vessels did a considerable grunting after that, and the passengers noted a slight increasin the vibratory motion, but the officers say that the steamers went along peacefully at normal speed, and made no attempt to do any

normal speed, and made no attempt to do any racing stunts.

The Lucania overhauled and passed the Paris t 4:45 o'clock Saturday afternoon and was ighted from Fire Island at 7:12 o'clock in the vening. The Paris was sighted at 7:28 o'clock evening. The Paris was sighted at 7:28 o'clock. Neither vessel made any attempt to come in on Saturday night, but the Paris siole a march on the Lucania at this point. The Lucania anchored off Sandy Hook at about 9:40 o'clock Saturday night. At 10 o'clock the Paris passed her and cast anchor off the lightship, further in. This enabled the American liner to reach Quarantine at 7:27 o'clock yesterday morning, while the Cunarder didn't come up until 7:35 o'clock. The Paris got out at 7:47, but the Lucania was delayed until 8:40.

Both steamers had small passenger lists. The Paris had but forty first-cabin passengers and the Lucania 102. Both report very rough weather the first four days of the voyage.

While the Lucania was in dry dock on the other side she was fitted with bilge keels, otherwise known as rolling chocks, which extend two

other side she was fitted with blige geels, otherwise known as rolling chocks, which extend two-thirds the length of the ship and project about fifteen inches from the bull, to which they are rivetted about twenty feet below the water line. The passengers report that the keels materially lessened the rolling of the ship.

DR. GRAFES MAY LOSE A FINGER House Surgeon at St. John's Hospital Injured While Performing an Operation.

Dr. Richard S. Graves, house surgeon of St. John's Hospital in Brooklyn, is threatened with the loss of the index finger on his left hand as the result of an injury received while he was performing an operation upon Leonard W. Jerome several weeks ago. Mr. Jerome, who was a cousin of Lady Randolph Churchill, was was a cousin of Lady Randolph Churchill, was run over by a rapid transit train on the Long Island Railroad near Morris Park, and his legs were so badly crushed that they had to be amputated, Gangrene set in, and Dr. Graves was advised to be careful in performing the operation. When at a delicate stage of the operation, the needle which he was using slipped and punctured the end of the index finger on the left hand. Several days later the finger became inflamed and then extended to the whole hand. Two operations have been performed on the hand, and Dr. Lewis informed a Sun reporter last night that it was thought that the hand would be saved, but he was not so sanguine of saving the finger.

Dr. Graves was for a long time in charge of the ambulance at St. John's Hospital.

WOMEN TAKEN SICK IN CHURCH The Heat and Lack of Ventilation Caused Them to Vaint-The Sermon Interrupted.

POUGHKEEPSIE, Feb. 6.-The sermon of the Rev. William Palen Swarts, pastor of the Pres byterian church in this city, was interrupted to-day by several of his congregation becoming ill. Miss Alice Farnham of Worcester, Mass. a Vassar College student, arose during the aermon, and, struggling out of her pew, fell on her
face in the slate. She was carried to the vestibule and taken to the college in a sleigh. A few
minutes later Mrs. James Winnie and two
other ladies hastened out of their pews, their
faces very pale, and with difficulty reached the
vestibule, where one of them. Miss Fowler,
fainted. Several other members of the colgregation became ill, and the Rev. Mr. Swariz
was obliged to wait for the sick to be removed
before he could finish his sermon. The church
had been closed during the week and the sexton
had turned on the heat full head without haying ventilated the building. a Vassar College student, arose during the ser

PILOT ROAT SUNK NEAR WHERE

THE TWO LINERS GROUNDED. They Got Away to the Moretur, but She Is on Knieer Wilhelm II, Blamed Her Pilot and

Got Auuther-La Bretagne Aground Twice.

The loss of a pilot boat, the James Stafford, No. 18, on the Dry Romer, was one of the several things that happened in the for down the bay on Saturday night. The North German Lloyd steamship Kaiser Wilhelm IL and the French liner La Bretagne, which grounded on the tail of the Romer in the mist on Saturday afternoon while bound out, the German for Genoa and the Frenchman for Havre, resumed their voyage yesterday morning apparently none the worse

The Kalser cleared the bar at 7 o'clock, with the Bretague only twelve minutes in her wake, Both disappeared in the open a quarter of an hour later. The pilots of the liners say that the misplacement of the buoys marking the en-trance to Gedney's Channel was the cause of their grounding. Capt. Folger of the Lighthouse Department station at Staten Island says that the buoys were in their proper positions. He sent one of the lighthouse steamers down to the Hook yesterday and found that the buoys had not been moved.

The truth of the matter seems to be that the

pilots on the two steamships mistook the red

buoy, No. 82, which marks the left-hand side of the channel going out, for the black buoy, No. 81, which is on the right-hand side of the channel. The course of the ships in leaving the main channel to enter Gedney's Channel should have been about east-southeast. The pilots should have kept the red buoy on their ort hand and the black buoy on their starboard hand; in other words, they should have steered between them. The ice that has drifted out of the channel on the ebb tides for the last several days, has, it is said, scraped much of the paint off the buoys. Pilot scraped much of the paint off the buys. Finor Charles Thompson, who had the helm of the Kaiser Wilhelm II., doubtless ran out of his course in the murk which concealed objects a few ship lengths away. He saw a buoy loom up on his starboard bow. He supposed at first that it was the red buoy. All buoys look alike in a fog, especially if they have the paint scraped off. The Kaiser had passed the Hook at 4:25. The Bretagne was only two minutes astern, and her pilot, James Van Pelt, naturally surmised that the course of his fellow pilot was all right. Within five minutes he found out his mistake, The keel of the Kaiser grated on the sand and mud of the shoal. Her engines were reversed and then sent full speed eastern. The Kaiser was two-thirds of her length on the shoal before she began to make sternway. Just then the tupboat Pulver, in charge of Cant. Phildick, which had been showing the Cunarder Aurania the way out to sea through the mist, came across the Kaiser and offered to give her a line. The Pulver got a nine-inch hawser on the stern of the steamship and strained at it until it parted. Then she got another line on the bow and it parted. Meanwhile, the Kaiser's propeller was swirling with all its power and the ship finally came off unassisted, and anchored. Capt. Hogemann of the Kaiser was dissatisfied with Pilot Thompson and sent word to the steam pilot station boat New York that he wanted another pilot. Pilot Andrew Anderson was sent aboard the Kaiser and Pilot Thompson went over to the New York. The Kaiser's engineers examined her hull and found that she was sound as if she had just been launched. They decided not to brave the perils of Gedney's engineers examined her hull and found that she was sound as if she had just been launched. They decided not darkness without the help of the electric buoys, which have been out of order about a week. She went to anchor, and in charge of Pilot Anderson started seaward again at 6:30 o clock.

La Bretagne, which draws more water than the Kaiser, had followed her into Charles Thompson, who had the helm of the Kaiser Wilhelm II., doubtless ran out of his

"We pulled away for some time. After

"We pulled away for some time. After a while the steamer moved, and we pulled harder and she slid off. We advised them to drop their anchor in the channel. I don't know whether they heard us or not. In the meantime the wrecking tug Merritt had put a line on the ship and was pulling on her. We had no words with them, and, in fact, had been at work some time before the Merritt arrived. After the ship slid off we shouted for the Bretagne to let go of our hawser. They did not do it, and before we could do anything the steamer was caught by the ebb tide and run onto the bank on the oppo-

hawser. They did not do it, and before we could do anything the steamer was caught by the abb tide and run onto the bank on the opposite side of the channel. We had no fight with the wrecking company men, and no blame can be attached to our boat because the vessel stranded the second time.

The Merritt-Chapman tugs I. J. Merritt and W. E. Chapman arrived while the New York was hauling on the Bretagne. Mr. René Japhet, the French line's shore superintendent, was aboard the Chapman, Mr. W. L. Chapman, representing the wrecking company, and Mr. Japhet boarded the Bretagne and made a formal dicker as to the cost of getting the steamship off the shoal. The I. J. Merritt got a line on the Frenchman while the New York was hauling on her. This is what happened then, according to Capt. Walcott of the Merritt:

"I had the Frenchman floated at 8 o'clock. The steamer was well off the bar, and if I had been let alone she would have gone to sea immediately. I had a long, heavy towline out, which I decided to take in before I slewed the bow of the Frenchman out to seaward. While I was doing that the pilot boat stepped in and tried to head the steamer about and just simply ran her aground again. Before I could get my line aboard again the tide, which was ebbing strong, had left the steamer fixed for the night, and it was 5:30 this morning when I got her off again."

Another man said that there was a dispute between the men on the Merritt and the men on the pilot boat, and that the Merritt's men threatened to cut the hawser of the New York if she did not cast it off. The Merritt waited until morning to haul again on the Frenchman, because there was no hope of floating her except on a high tide. The Pilot Commissioners will try to find out who is responsible for the anged at the Hatlery yesterday was that the

because there was no hope of floating her except on a high tide. The Pilot Commissioners will try to find out who is responsible for the groundings.

Another story that was told by a pilot who landed at the Battery yesterday was that the North German Lloyd steamship Aller also took ground near the entrance of Gedney's Channel, and that she stayed there long enough to convince the pilot that she was fast. The Aller is taking a large number of excursionists to the Orient. She passed the Hook at 3:15 Saturday afternoon, but was not reported clearing the bar, as the fog at that time wasse thick that the marine observer lost her. If she was aground she did not stick more than a few minutes.

While the Kaiser was still in the embrace of the shoal the little pilot boat James Stafford, groping for port in the fog, with the wind dead ahead, came to grief on another part of the Romer, near the Beacon. The Stafford is one of the old sailing fleet, only a few of which are now in service, and belongs to the Pilots' Association. The last of the pilots who had gone out with her on Wednesday left her on Saturday afternoon, about forty miles outside of the Hook to bring in the steamship Falledon Hall. She was then turned over to Gabriel Konayne, a boatkeeper who is serving his apprenticeship as a pilot. It was his first trip as boatkeeper. With him were the cook and four seamen. The little schooner was carrying main and fore sails, a fore staysail and jib. She was beading cast when she came up with a great jar on the shoal in a place where many vessels have gone to pieces and left the toughest ports of their hulks embedded in the sand. The Stafford ran high up on this hard and jagged bed at 9 o'clock. The swell lifted her bigher and pounded her bottom out. The cabin filled an hour after she struck. At 11:30 o'clock at night the crew had got all their dunnage on deck. They launched their yawl and rowed for the stafford ran high upon this hard and jagged bed at 9 o'clock. They went aboard the New York went over and stripped the S

Northern Pacific Passenger Train Wrecked TACOMA, Wash., Feb. 6 .- An east-bound pas senger train on the Northern Pacific Railroad was wrecked at 2 o'clock this morning, two miles east of Pasco, in Eastern Washington. A miles east of Pasco, in Eastern Washington. A sudden flood had washed out or weakened the trestlework, causing the engine and forward cars to plunge into a ditch. It is known that two men were killed and two others injured. The dead are reported to be tramps who were stealing a ride. The engineer and fireman saved thomselves by jumping. The raitroad officials report that no passengers were injured. Late this afternoon the wrecked train was started eastward, going over the Oregon Railway and Navigation line to Spokane.

Why Not Buy a New Beak? Hale Co., 15 Stone st., next Produce Exchang FIGHTING IN THESSALY.

Villagers Loss Beavily to Their Resistance to

Special Cable Despatch to THE Sun. ATRENS, Feb. 6 .- It is reported that Turkish troops have captured and burned the villages

of Mosakion and Gralitza in the neutral zone of Thessaly. The villagers made a stubborn resistance and lost heavily. One hundred and twenty of them were captured by the Turks. The rest fled to the mountains for refuge. The Turks numbered 8,000. A panic prevails throughout the

neutral zone. FIRE PANIC IN SAVANNAH.

Catholic Cathedral Burned-Mayor Asks Ald

to Save the City from Firebu SAVANNAH, Ga., Feb. 6.—The Cathedral of St. John the Baptist, one of the handsomest and most costly Catholic churches in the South, was lestroyed by fire to-night. The residence of the Right Rev. Bishop Becker, directly in the rear of the cathedral, was also destroyed. The loss

amounts to fully \$250,000. The property was well insured. How the fire originated is a mystery. It was discovered about 11 o'clock near the altar, and when found had gained such headway that it was impossible to stop it. Incendiarism is suspected. The cathedral was built in 1872-78, when Archbishop Gross of Oregon was Bishop of this diocese. It contained images and statues of

great value.

The city is terror-stricken to-night on account of numerous fires. The Mayor has telegraphed to Brunswick to have the fire engines from that city brought here to assist in saving the

city from firebugs. In less than an hour earlier in the evening fire destroyed \$75,000 worth of property. Flames were first discovered about 7 o'clock issuing from the grain warehouse of the Georgia and Alabama Warehouse on River and Barnard streets. The fire became uncontrolla ole in a few moments and communicated to nearby buildings. The warehouse was on the river front, and the steam tugs assisted the Fire Department in fighting the flames. Several thousand railroad cross ties on the wharf were

SEAMAN TAKE'S 100-FOOT DROP. He Falls from the Topgallant Yard, Smashes (

Lifeboat, and Is Not Murt. Able Seaman John Yake, a hardy salt, narrowly escaped death aboard the British ship Lens, which is at anchor off Tompkinsville, Staten Island, yesterday. Early in the morning Yake went up the rigging to the topgallant yard. which is about a hundred feet above the deck. Yake had hardly got his feet on the foot ropes through the air, turning over and over in his flight deckward. He landed with a crash on a lifeboat, which was in the chocks, bottom up, The crew ran to Yake, expecting to find a mangled corpse. They found Seaman Yake hard and fast in the wreck of the boat's bottom. He had to be chopped loose before he could arise. Outside of a few bruises he seemed none the worse for his experience and walked into the forecastle, where he was sent to rest as a precautionary measure. It will take the ship's

nothing the matter with the ribs and other timbers of the frame of Seaman Yake. LAST OF THE MONTAUK TRIBES

carpenter several days to repair the wrecked

ribs and planks in the lifeboat, but there is

eath of Mrs. Tamer Wright, Who Called Herself a Full-Blooded Indian. The funeral services of Mrs. Tamer Wright will be held at the home of her daughter, Mrs. Stryker, at 856 Atlantic avenue, Brooklyn, tonight. It is said that Mrs. Wright was the last Indians. She had always declared that she was born in a wigwam on Montauk Point, L. I., and that her father and mother were full-blooded Indians. When 4 years old she became a mem-ber of the Gardiner family and in 1816 took up her bome in Booklyn. She was married to an ner nome in Booklyn. Sne was married to an Englishman, who died when her only child was an infant. She had lived in the Atlantic avenue house for twenty years. She was a member of St. Luke's Protestant Episcopal Church, and its rector, the Rev. Dr. Swentzel, will officiate at the funeral services.

ANOTHER LEVER BREAK.

Temporary Structure at the Beid Crovame on

the Mississippi Gives Way. New ORLEANS, Feb. 6.—The protection leves at the Reid crevasse, in Madison parish, broke resterday, letting the water in through the old break. A force of over a thousand men was at work on this levee and it was hoped that it could be held until the main levee behind it could be held until the main levee behind it could be constructed. The danger line in the rise was passed on Friday and another rise yestorday resulted in a break, the water running through and over the old crevasse. The break is 300 feet wide and 9 feet deep and is cutting both in depth and width. An effort will be made to keep the water off the Biggs levee so that work on that will not be suspended. It is feared the water going through will do some damage in the lower part of Madison parish, but not of a serious nature.

A FACTORY FIRE IN WILLIAMSBURG. Howard, Spellman & Co.'s Glased Kid Works Bestroyed.

The glazed kid factory of Howard, Spellman & Co. of Boston, 32 to 36 Russell street, Williamsburg, was burned yesterday afternoon. The buildings were of frame and three stories high. Nearly 100 men were employed. Mr. Howard, the resident manager, was unable to account for the fire. He said that when the factory was closed on Saturday night everything was aparently secure against fire. He said that 100 dozen pairs of skins were glazed each day and that the machinery alone was valued at more than \$60,000. Mr. Howard was not able to estimate the loss. The buildings were owned by Jacob Lemhardt, as some dealer of East Twenty-third street, Manhattan. His loss is placed at \$4,000.

HOTEL AT AIKEN, S. C., BURNED. The Highland Park Establishment Destroyed-Guesta Escape Eastly.

CHARLESTON, S. C., Feb. 6.-The Highland Park Hotel at Aiken was destroyed by fire at 4 o'clock this morning. The blaze originated in the laundry department. Slow progress was made at first, though it was not long until the entire building was doomed. All of the 168 guests, most of whom were from the East, were called out of bed in time to save their personal baggage. Some of the hotel furniture was saved. The loss is \$140,000, with \$98,000 in-

The hotel was owned by J. H. Whittlemore and Franklin Farrell of Connecticut. Most of the tourists who were in the house have prepared to go further south.

flipped on a Sanaca Peel and Died. Sr. Louis, Feb. 6.-Instant death resulted from a slip on a banana peel last night. George

T. Bowles, an aged peddler, was the victim. He was turning the corner of Sixth and Market streets and stepped on the skin of a banana. His feet shot from under him and his body struck the granite sidewalk with great force. His neck was broken. He died instantly and the body was removed to the Morgue. At one time Bowles was a travelling salesman for a New York dry goods house.

Grand Army Colony in Texas. SAN ANTONIO, Tex., Feb. 6 .- All preliminary

arrangements for the ostablishment of a Grand Army of the Republic colony in Mategorda county have been made, and the first install-ment of eight hundred families from Minnesota and Dakota will arrive at their new home in about two weeks. The colony will occupy 22,000 acres of rich land. Some if the colonists will come from the New England States.

SHIP SUNK TO STOP FIRE.

PRICE TWO CENTS.

THE WILLIAM LAW SENT DOWN

WITH HER BLAZING OIL. Fireboat and Ture Were Unable to Make Headway Against the Fire, So Shu Was

Towed Into Shallow Water and Sunk-Was

to Have Sailed for Shangbal This Morning.

Fire was discovered in the cargo of kerosens oil on board the ship William Law, at anchor off Stapleton, Staten Island, early yesterday morning. The Law is a full-rigged steel ship of 1,631 registered tonnage. She was built at Greenock, Scotland, in 1891, and is owned by William Law & Co., of Yarmouth, Nova Scotia. Her cargo was for Shanghai, and consisted of 71,000 cases of oil, each weighing sixty-five pounds and containing two five-gallon tin caus. The ship finished loading at Hunter's Point on Jan. 29 and had spent a week in rigging out for her five-months' voyage. She would have sailed on Saturday and have been well out of port when the fire was discovered had there

the pilot and tug were ordered for this morning. Capt. Byron A. Abbott was awakened at about 4:30 o'clock vesterday morning by the crying of a cat, which, being asleep'on the floor, had been nearly suffocated by the smoke which was rapidly filling the cabin. The crew, con-sisting all told of twenty-five men, was turned out in a hurry, and an attempt was made to find the fire. The after cabin was too full of smoke for any one to be able to get to the small

not been a head wind on that day. As it was

find the fire. The after cabin was too full of smoke for any one to be able to get to the small hatch in the sail room which opens off the cabin on the starboard side. Two of the sailors who tried to reach this hatch were overcome and had to be dragged out to the deck. Capt. Abbott immediately ordered the after life boats lowered and burned blue lights and sent up rockets as signals of his trouble.

Chief Mate W. S. Ossinger was sent ashore in a small boat rowed by four picked men to give an alarm. He boarded the steam lighter William Coley at the Merritt-Chapman Wrecking Company's dock, and after considerable parieying with the offiser in charge, who, roused from a sound sieep, took Mate Ossinger for a river thief, sent an alarm in for the fire boat. The Coley get out to the Law at 5:45 o'clock and nut a fire hose aboard. A hole was chopped through the floor of the after cabin, the meabeing able to work for about two minutes each in the smoke. The hose was then turned into the cabin, which was flooded. Of course a good deal of water went down the bold also, but is did not seem to do any good.

The fire boat New Yorker arrived at 8 o'clock and the steam lighter Hustler an hour later. With the crews and pumps of all boats working together the smoke still increased. There was a good deal of hesitation over opening the main hatch, as it was feered that with the air is would admit to the fire the whole ship might be enveloped in flames. The fire seemed to be gaining beadway, however, so at 9 o'clock the hatch was torn away, the carge broken out and every available stream of water from the three vessels at hand was turned down the hatchway. Soon after this it was seen that it would be necessary to fill the ship with water and she was towed toward shore till she ran aground. By 10:30 o'clock there were twelve feet of water in the hold and the smoke, was growing less. By noon the hold was full to the upper deck, and only then was there any feeling of safety aboard the ship.

only then was there any feeling of safety aboard the ship.

The wrecking tug I. J. Merritt had arrived in the meantime, and at 2:30 o'clock in the afternoon she began to pump the water out again. A lighter was placed beside the grounded ship and the removal of the cargo was begun. None of the cases of oll can be shipped in their present state, as the cans would rust from their immersion in salt water.

A diver was sent down the hole in the after cabin floor, who reported that the fire seemed to have started in the lower hold and to have burned a large hole through the lower deck. No estimate of the damage could be made yesterday.

PRIEST PARODIES LORD'S PRAYER

This Is What Pather Ducey Puts in the Mouth of "the Millionaire." The Rev. Thomas J. Ducey of St. Leo's Roman Catholic Church addressed an audience of 300 yesterday afternoon at a joint conference in Catholic Workingmen's Club, the Church Association for the Advancement of the Interests of Labor, and the Christian Workingmen's Institute. His subject was "The Working People and the Churches." Here are some of the things

Father Ducey said: "Corrupt capitalists may try to bribe the churches, and God knows sometimes they may churches, and God knows sometimes they may succeed, but they can't bribe or deceive God.

"Some time ago it was said that certain individuals were anxious to form a religious trust. Very little difference is there between such a trust and such churches as are held together and supported by capitalitic, monopolistic, trustistic millionaires.

"We are approaching a conflict that cannot be avoided. On one side is a banner inseribed 'Industrial slavery by capitalists,' on the other the inscription is 'Industrious liberty by the people.'

the inscription is 'industrious floorly by the poople.'

"This is the millionaire's Lord's Prayer:

"'My Father who art in heaven, hallowed be
Thy name; my kingdom has come on earth; Thy
will be done—in heaven; my will be done here,
Give me this day all the income I want. Give
me my debts in violence against humanity, in
foreclosures against my debtors. Deliver us
this day from all the 'isms that destroy our
power to enslave humanity. Mine is the kingdom and the power, and Thine be the glory, fosever. Amen."

SHATTERED BY POLITICS.

Former Police Commissioner Welles of Brooks lyn Ill in a Sanitarium.

Former Police Commissioner Leonard R. Welles of Brooklyn has been for the past month an inmate of a private sanitarium at Plainfield, N. J., a sufferer from insomnia and nervousness but is said to be slowly recovering. He is at tended by his wife. When he was first taken ill. after relinquishing the duties of his office as Police Commissioner on Dec. 81, Mr. Welles desired to take a trip South, but his physician, Dr. Kevin of Gates avenue, suggested that he

should take a rest in the sanftarium. Mr. Welles expected up to the last moment to be appointed a member of the present board of be appointed a member of the present board of Police Commissioners by Mayor Van Wyck. He was greatly chagrined when his name was not mentioned. During the last menth of Mr. Wells as official life he had it in his power to promote over one hundred police officials. He ordered examinations and eligible lists were prepared, but before he could carry this scheme out Edward O'Flyn, a Democrat, secured an injunction restraining him from making any promotions on the ground that there was no money in the police fund to pay the increased salaries. Justice Van Wyck decided against Commissioner Welles. The men who had expected to be promoted blamed Commissioner Welles for the state of affairs.

ADRIFT ON ICE ON LAKE ERIE, Five Workmen on a Water Works Tunnel Cut

off While Walking to Shere. CLEVELAND, O., Feb. 6.-Five workingmen employed in constructing a water works tunnel under Lake Erie were adrift on a cake of ice nearly a mile off shore for an hour late this afternoon. The party attempted to walk to the land from a crib a mile and a half off shore. Provisious had nearly given out, and the kee was so thick and badly packed that the tug owned by the firm of contractors could not reach the

by the firm of contractors could not reach the crib.

Twenty men were stranded on the crib with little to eat. Unable to work on Sunday morning, nine walked over the ice to the shore in safety. Five attempted the same feat just before dark this evening. They found the ice had parted in a line parallel with the shore. They were a haif mile from the crib. When they turned to go back they discovered a break behind them also. They were seen from the shore, and the fire tug was sent to their reacus. The workingmen were nearly exhausted when taken off the ice.

Lew Wallace's Study to He a Public Library. CRAWFORDSVILLE, Ind., Feb. 6.-Gen. Lew Wallace has announced that at his death his well-known study will become the property of the city of Crawfordsville for a public library, The edifice has just been so spleted in his beech grove at a cost of \$40,000, and this spring will be surrounded by an artificial lake.

Inviting New Hugiand Mills to Texas.

Dallas, Tex., Fob. 6.-The Dallas Commercial Club has sent a circular letter to New England and other Eastern cotton mill owners where indices trouble over the wage some to come to builts and start plants.